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(54) **VEHICLE WINDOW WITH DE-ICING
FEATURE AND METHOD**

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(*) Notice: Subject to any disclaimer, the term of this
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B60L 1/02 (2006.01)

(52) **U.S. Cl.** **219/772; 219/773; 219/203**

(58) **Field of Classification Search** **219/764,**
219/773, 203, 772, 628, 687, 202, 219
See application file for complete search history.

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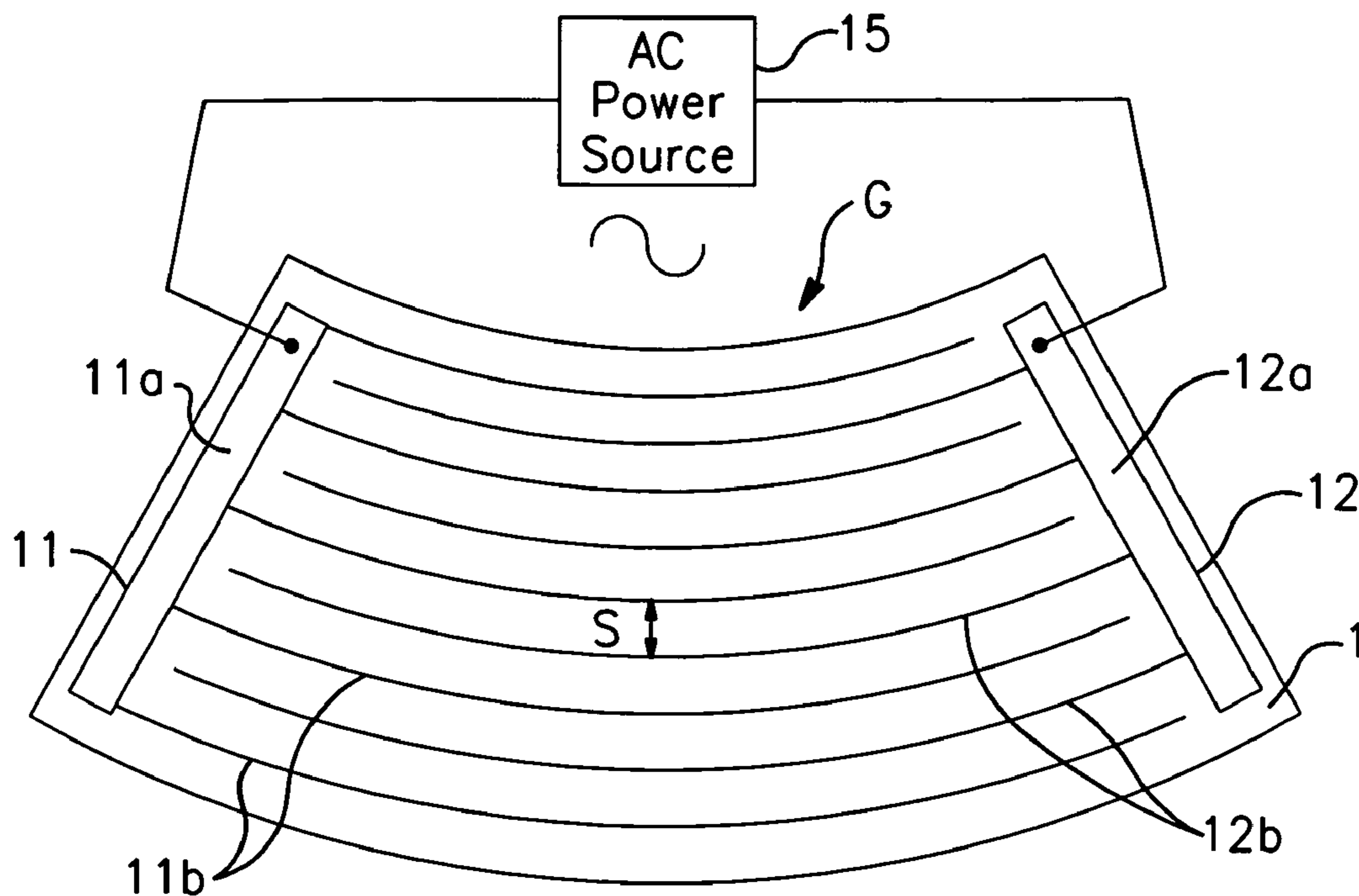
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(57) **ABSTRACT**

A window such as a vehicle window (e.g., windshield) has a de-icing feature. In certain example embodiments, a conductive structure is provided on an interior surface of a substrate of the window, AC tuned to an ice removal frequency is caused to run through the conductive structure, and fields generated by the AC passing through the conductive structure propagate through the substrate to an exterior surface of the window and can be absorbed by ice thereby causing the ice to melt and/or be removed from the window.

13 Claims, 3 Drawing Sheets



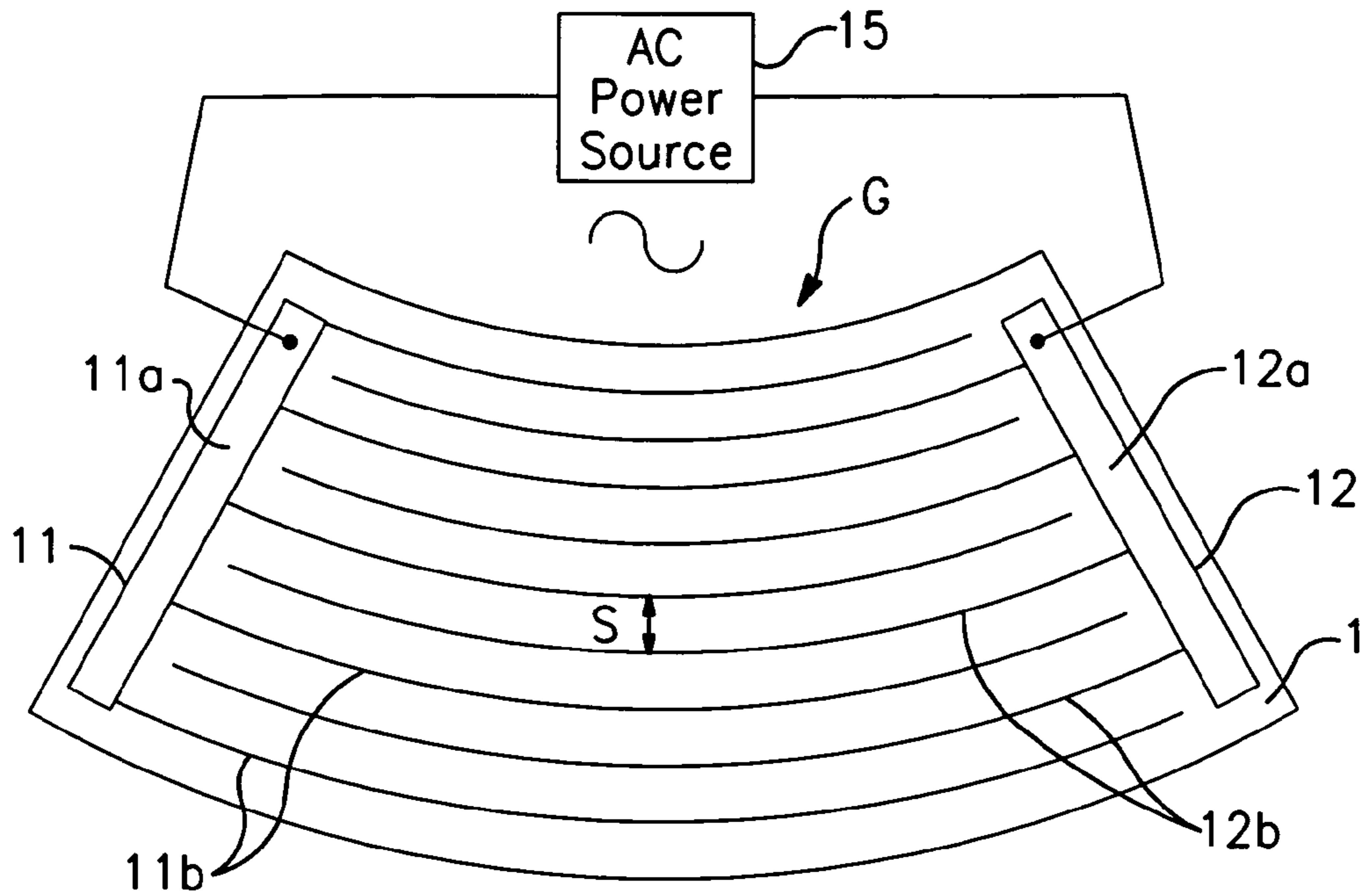


Fig. 1

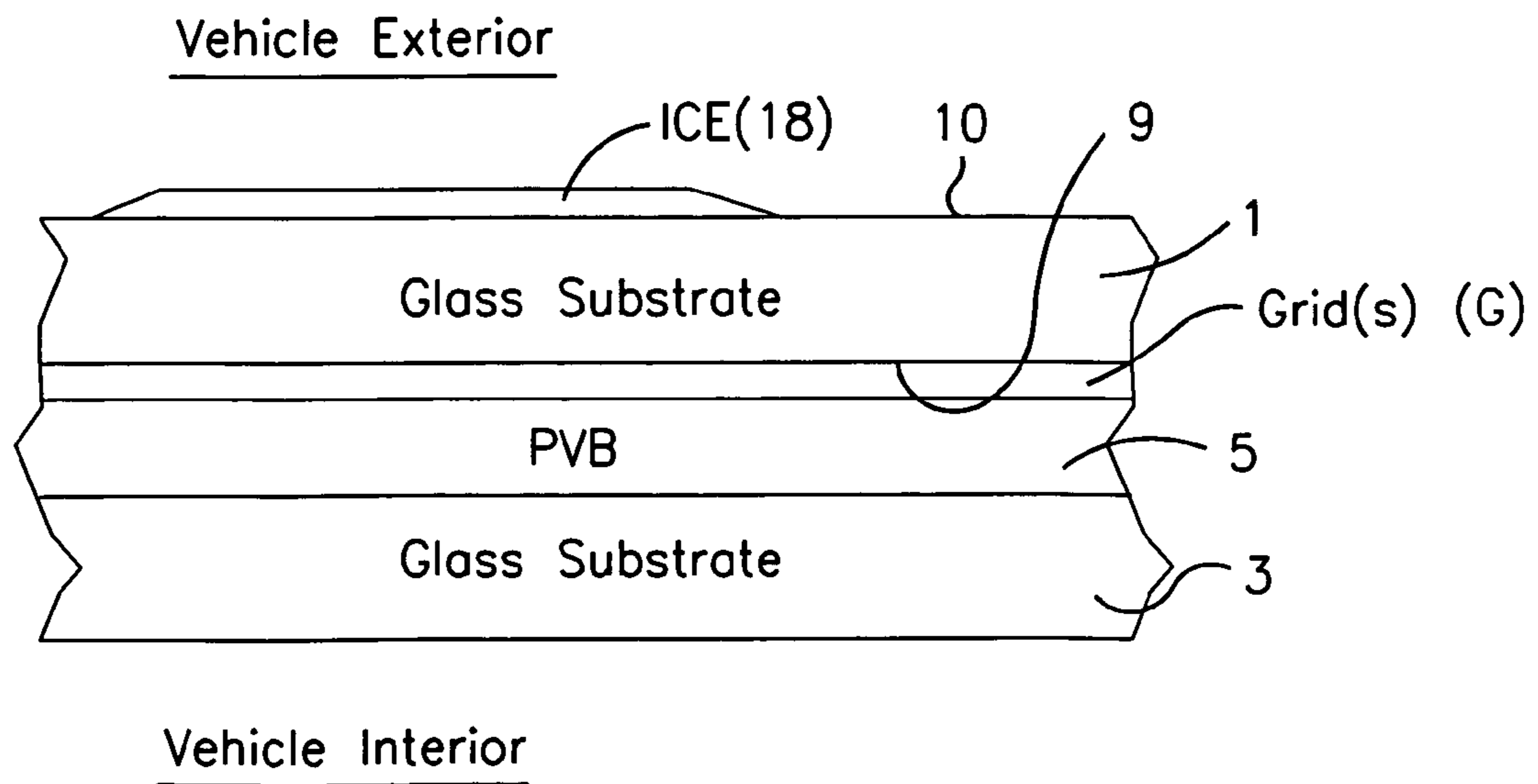


Fig. 2

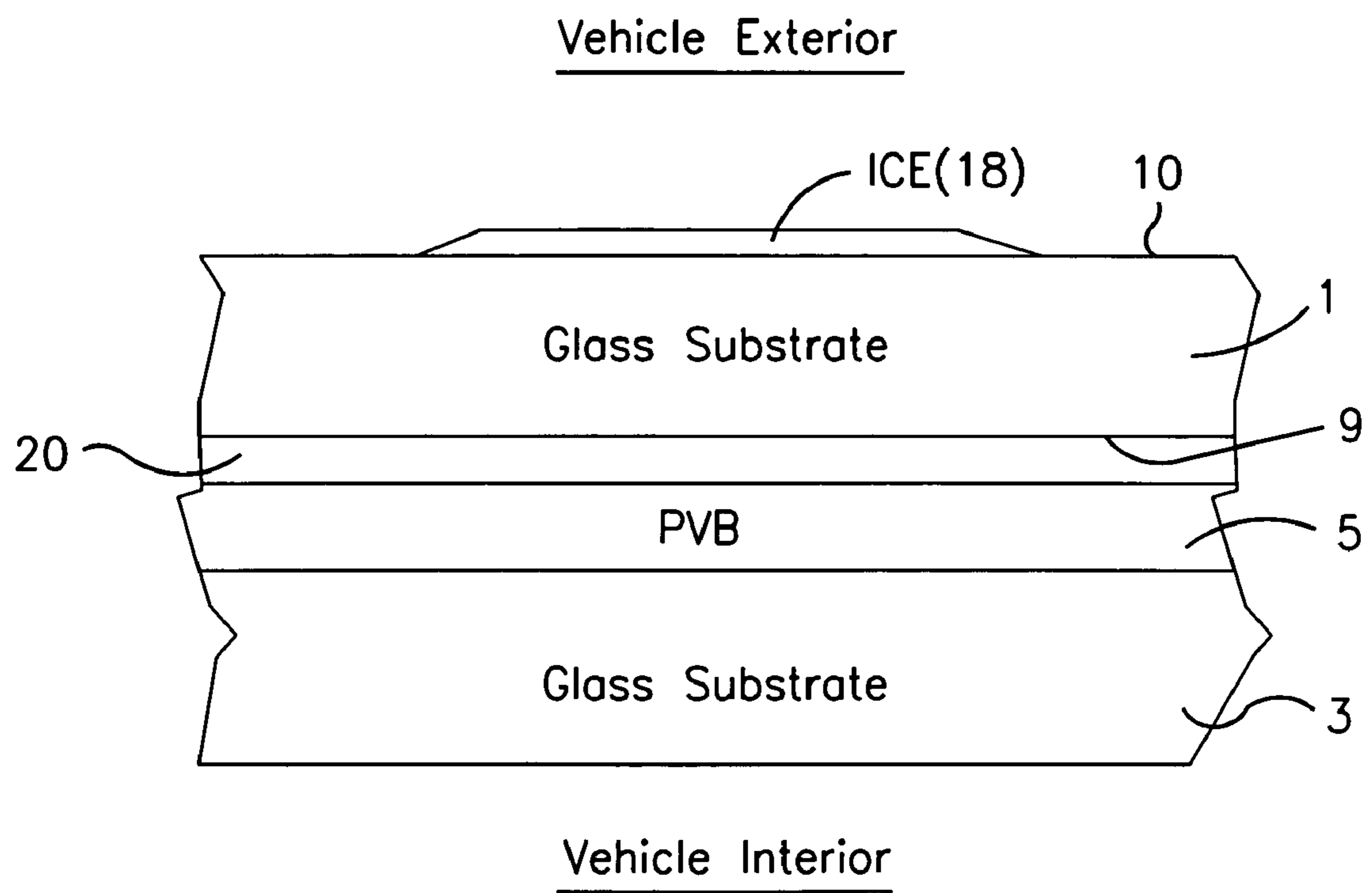


Fig. 3

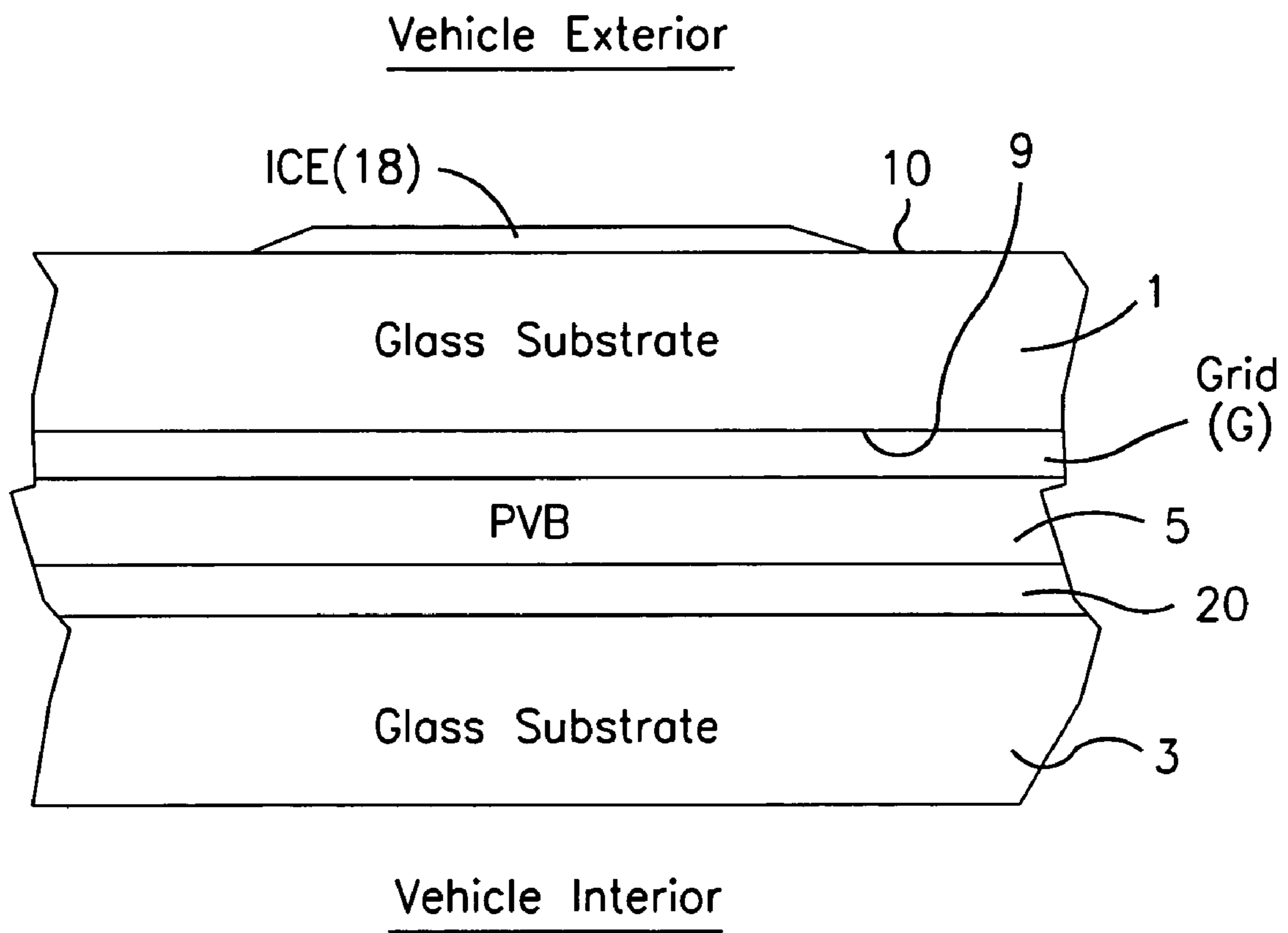


Fig. 4

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VEHICLE WINDOW WITH DE-ICING FEATURE AND METHOD

This invention relates to a window, such as a vehicle window (e.g., windshield) having a de-icing features. In certain example embodiments, a conductive structure is provided on an interior surface of a substrate of the window, AC (Alternating Current) tuned to an ice removal frequency is caused to run through the conductive structure, and fields generated by AC passing through the conductive structure propagate through the substrate to an exterior surface of the window and can be absorbed by ice thereby causing the ice to melt and/or be removed from the window.

BACKGROUND OF THE INVENTION

Ice tends to build up on the exterior surfaces of vehicle windows in winter months. Ice build-up may be caused by snow, freezing rain, sleet, or the like in different instances. Ice impairs a vehicle driver's ability to adequately see through a vehicle window such as a windshield. Thus, it would be desirable to provide vehicle windows with an ice removal feature.

De-icing structures for vehicle windows are known in the art. For example, see U.S. Pat. No. 6,027,075, the disclosure of which is hereby incorporated herein by reference. Unfortunately, the de-icing grid structure of the '075 patent is provided on the exterior surface of the vehicle window, and thus is easily susceptible to damage caused by the environment (e.g., corrosion and/or physical damage). Moreover, exposed electrodes which may be touched by persons are not desirable.

In view of the above, there exists a need in the art for a window (e.g., vehicle window) that is provided with an ice-removal structure or feature that is not entirely provided on the exterior surface of the window.

BRIEF SUMMARY OF EXAMPLE EMBODIMENTS OF THE INVENTION

In certain example embodiments of this invention, a window such as a vehicle window (e.g., windshield) is provided with a de-icing feature/structure. In certain example embodiments, a conductive structure such as one or more electrodes is provided on an interior surface of a substrate of the window. Then, AC (Alternating Current) tuned to an ice removal frequency is caused to run through the conductive structure, and fields generated by the AC passing through the conductive structure propagate through the substrate (e.g., glass substrate of the window) to an exterior surface of the window and can be absorbed by ice thereby causing the ice to melt and/or be removed from the window. In other words, once the de-icing circuit is driven with AC, electromagnetic energy from the circuit is coupled to ice on the exterior surface of the window. This electromagnetic energy is absorbed by the ice thereby causing ice removal from the window.

In certain example embodiments, it has been found that an AC frequency tuned to ice removal is from about 5-40 kHz, more preferably from about 10-25 kHz, and most preferably from about 10-20 kHz. It has surprisingly been found that the use of AC at this frequency causes generation of electromagnetic energy that is most efficiently absorbed by ice on the exterior of the window, thereby resulting in the most efficient ice removal. A sine wave and/or square wave type of AC may be used in different example embodiments of this invention.

In certain example embodiments of this invention, there is provided a method of de-icing a vehicle windshield, the wind-

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shield comprising an exterior glass substrate and an interior glass substrate that are laminated to one another via at least a polymer inclusive interlayer, the method comprising: providing at least one conductor on an interior surface of the exterior glass substrate; applying AC at a frequency of from about 5 to 40 kHz to the conductor on the interior surface of the exterior glass substrate, so that electromagnetic energy caused by application of the AC to the conductor propagates through the exterior glass substrate and is absorbed by ice on an exterior surface of the vehicle windshield thereby causing the ice to melt and/or be removed from the vehicle windshield.

In other example embodiments of this invention, there is provided a window including a de-icing structure, the window comprising: an exterior substrate and an interior substrate spaced apart from one another; at least one conductor provided on an interior surface of the exterior substrate; and an AC power source for applying AC at a frequency of from about 5 to 40 kHz to the conductor on the interior surface of the exterior substrate so that electromagnetic energy caused by application of the AC to the conductor is coupled to ice on an exterior surface of the exterior substrate thereby causing the ice to melt and/or be removed from the window.

BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a schematic diagram of a vehicle window (e.g., windshield) including a de-icing feature according to an example embodiment of this invention.

FIG. 2 is a cross sectional view of the window of FIG. 1.

FIG. 3 is a cross sectional view of a window according to another example embodiment of this invention.

FIG. 4 is a cross sectional view of a window according to another example embodiment of this invention.

DETAILED DESCRIPTION OF EXAMPLE EMBODIMENTS THE INVENTION

Referring now more particularly to the accompanying drawings in which like reference numerals indicate like parts throughout the several views.

FIGS. 1-2 illustrate an example window (vehicle windshield in this example case) according to an example embodiment of this invention, where FIG. 1 is a schematic diagram and FIG. 2 is a cross sectional view of the window of FIG. 1. The vehicle window of FIGS. 1-2 includes first and second opposed glass substrates **1** and **3** with a polymer-based laminating interlayer (e.g., PVB or the like) **5** provided therebetween. Glass substrate **1** is the outer glass substrate of the windshield located adjacent the exterior of the vehicle, whereas glass substrate **3** is the interior glass substrate of the windshield located adjacent the vehicle interior. The glass substrates **1** and **3** may be perfectly flat, or bent, in different example embodiments of this invention, and are often heat treated (e.g., thermally tempered and/or heat strengthened). Windshield or window may have a visible transmission of at least about 60%, more preferably of at least about 70%, and sometimes at least 75%, in certain example embodiments of this invention.

The ice removal structure of the FIG. 1-2 embodiment includes comb-shaped conductors **11** and **12**, which include conductive bus bars **11a** and **12a**, respectively. The comb-shaped conductors **11** and **12** further include conductive comb teeth **11b** and **12b**, respectively, which extend across a viewing area of the window from the bus bars. The conductors (or electrodes) **11** and **12** may be provided directly on and contacting the surface of the glass substrate **1** in certain example embodiments of this invention, although in alterna-

tive embodiments other layers (e.g., dielectric layer or layers such as silicon nitride or the like) may be provided between the substrate **1** and the conductors. In making up conductive grid **G** across a central and/or viewing area of the window, moving from top to bottom or vice versa across the window, the comb teeth **11b** from the conductor **11** alternate with the comb teeth **12b** from the conductor **12** as shown in FIG. **1** in certain example embodiments of this invention. Comb teeth **11b** and **12b** may be formed of any suitable wiring material to make up a conductive grid **G**, with silver, gold, or the like being example conductive materials. Conductors **11** and **12** may be formed of like materials, which may be the same or different than their respective teeth portions. The gap between the teeth of conductors **11** and **12** acts as a capacitor, and waves may oscillate back and forth between the two comb-shaped conductors.

In certain example embodiments, the conductors **11** and **12** may form a capacitive part of the ice removal circuit. An inductor or choke may be used to provide a resonant circuit with broad enough **Q** factor. When ice **18** is present on the exterior surface of the window the circuit picks up an extra resistive component with the enhanced capacitive load of the ice. This allows energy to be dissipated into the ice and permits the melting of the ice **18**. Such an ice mounting circuit may also contain an ice and/or water sensing mechanism that may automatically allow energy to be delivered from the power source **15** to the circuitry when ice and/or water is detected as being present.

FIG. **2** illustrates that the conductive grid **G** formed by the interspersed conductors (or electrodes) **11** and **12** is formed on the interior surface **9** of glass substrate **1** (i.e., on the interior surface of the exterior substrate **1**). Thus, the conductive grid **G** made up of conductors **11** and **12** is protected from the surrounding environment exterior the vehicle by glass substrate **1**, and is protected from the environment inside the vehicle by interior glass substrate **3** and polymer interlayer **5**. Thus, the conductive grid **G** cannot be easily damaged, and cannot be readily touched by persons in or around the vehicle.

In certain example embodiments of this invention, a window such as a the vehicle window (e.g., windshield) of FIGS. **1-2** is provided with de-icing feature/structure including grid **G** including conductors **11**, **12** and AC power source **15** electrically connected to the conductors **11**, **12**. The conductive structure including electrodes **11** and **12** is provided on an interior surface **9** of glass substrate **9**. From AC power source **15**, AC tuned to an ice removal frequency is caused to run through the electrode(s) **11** and/or **12**. In accordance with the laws of physics (e.g., Maxwell's Equations), the passing of the AC through the conductors **11**, **12** causes electromagnetic fields to be generated. The electromagnetic fields generated by the AC passing through the conductive structure **11**, **12** propagate through the glass substrate **1** and encompass and/or reach an exterior surface **10** of the window and can be absorbed by ice **18** thereby causing the ice **18** to melt and/or be removed from the window. Stated another way, once the de-icing circuit is driven with AC, electromagnetic energy from the circuit is coupled to ice **18** on the exterior surface of the window. This electromagnetic energy is absorbed by the ice **18** thereby causing ice removal from the window via melting and/or delamination.

In certain example embodiments of this invention, the ice-removal structure allows the impedance of the circuit to be tuned so that only, or substantially only, when ice **18** is present the circuit becomes lossy and dissipates energy to the ice; but otherwise the circuit resonates. Thus, the circuit may be termed an ice-induced lossy circuit which is not significantly

lossy when ice **18** is not present on the exterior surface of the window. This is advantageous in that power consumption may be made more efficient.

In certain example embodiments, it has been found that an AC frequency from the power source **15** tuned to ice removal is from about 5-40 kHz, more preferably from about 10-25 kHz, and most preferably from about 10-20 kHz. It has surprisingly been found that the use of AC at this frequency causes generation of electromagnetic energy that is most efficiently absorbed by ice **18** on the exterior surface **10** of the window, thereby resulting in the most efficient ice removal. A sine wave and/or square wave type of AC may be used in different example embodiments of this invention. In certain example embodiments, a pulsing technique used may be the so called chirping mode whereby a sinusoidal wave is modulated by square pulses. In certain example embodiments, it has also been found that application of such AC at about 300-500 V is particularly effective at ice removal.

In certain example embodiments of this invention, the grid may be formed by first depositing a continuous conductive layer of Ag, Cr, Au, ITO, or the like on the glass substrate **1**. The conductive layer can then be laser scribed into the two conductors **11** and **12** with a spatial frequency such that line widths (i.e., the width of comb teeth **11b** and/or **12b**) may be no larger than about 200 μm , more preferably no larger than about 100 μm , in certain example embodiments. Such a gridded system would be difficult to be seen by the naked eye and may even appear transparent to a vehicle operator or one exterior the vehicle. In certain example embodiments, the spacing "S" between adjacent approximately parallel conductive grid members **11b** and **12b** may be from about 100 to 800 μm , more preferably from about 100 to 500 μm , and sometimes from about 125 to 250 μm .

FIG. **3** is a cross sectional view of a window (e.g., windshield) according to another example embodiment of this invention, having a de-icing structure and circuit. The FIG. **3** embodiment is the same as the FIG. **1-2** embodiment discussed above, except that the grid **G** of the FIG. **1-2** embodiment is replaced in the FIG. **3** embodiment with a continuous conductive sheet or blanket **20** of a transparent conductive oxide such as indium tin oxide (ITO) or the like. A transparent silver or silver based coating could also be used as the heating conductive coating **20** in alternative example embodiments of this invention. In certain example instances, the conductive coating **20** may be a silver based IR reflecting layer of a low-E coating. The same AC at the frequency discussed above is used and applied to the transparent conductive coating **20**. In certain example embodiments, the AC is applied across the conductive coating **20** using a pair of bus bars or the like. Heat and/or electromagnetic waves resulting from the AC passing through conductive coating **20** propagate through glass substrate **1** and is/are absorbed by ice **18** thereby causing the ice to melt and/or delaminate from the window structure.

FIG. **4** is a cross sectional view of a window (e.g., windshield) according to another example embodiment of this invention, having a de-icing structure and circuit. The FIG. **4** embodiment is the same as the FIG. **1-2** embodiment discussed above, except that an additional continuous conductive sheet or blanket **20** of a transparent conductive oxide such as indium tin oxide (ITO) or the like is provided on the interior surface of the other glass substrate **3**. Also, in the FIG. **4** embodiment, the grid **G** is made up of one conductor and not two spaced apart combs. AC is applied so that one terminal of the AC power source **15** is electrically connected to grid **6** (of a single electrically connected conductor—not two spaced apart combs in this example embodiment) and the other terminal of the power source **15** is electrically connected to the

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conductive coating 20. Thus, the two conductors 6 and 20 are provided on different planes, and on opposite sides of the PVB layer 5. When this circuit is driven, electromagnetic energy is caused to couple with ice 18 on the exterior surface of substrate 1. Again, this technique allows the impedance of the circuit to be tuned so that only when ice is present then the circuit becomes lossy and dissipates energy to the ice 18, and otherwise the circuit resonates in certain example embodiments of this invention. In certain alternatives of the FIG. 4 embodiments, both conductors 6 and 20 may be of the continuous coating type (e.g., of ITO or Ag).

While the invention has been described in connection with what is presently considered to be the most practical and preferred embodiment, it is to be understood that the invention is not to be limited to the disclosed embodiment, but on the contrary, is intended to cover various modifications and equivalent arrangements included within the spirit and scope of the appended claims.

The invention claimed is:

1. A method of de-icing a vehicle windshield, the windshield comprising an exterior glass substrate and an interior glass substrate that are laminated to one another via at least a polymer inclusive interlayer, the method comprising:

providing at least one conductor on an interior surface of the exterior glass substrate, wherein the conductor comprises a continuous coating of a transparent conductor; and

applying AC at a frequency of from about 5 to 40 kHz to the conductor on the interior surface of the exterior glass substrate, so that electromagnetic energy caused by application of the AC to the conductor propagates through the exterior glass substrate and is absorbed by ice on an exterior surface of the vehicle windshield thereby causing the ice to melt and/or be removed from the vehicle windshield.

2. The method of claim 1, wherein the AC is applied at a frequency of from about 10 to 25 kHz.

3. The method of claim 1, wherein the AC is applied at a frequency of from about 10 to 20 kHz.

4. The method of claim 1, wherein the conductor comprises silver and/or indium tin oxide.

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5. The method of claim 1, wherein the AC is applied to the conductor on the interior surface of the exterior glass substrate, and is also applied to a conductor on a surface of the interior glass substrate.

6. The method of claim 1, wherein a de-icing circuit comprises the conductor and at least one AC power source, and wherein impedance of the circuit is tuned so that only when ice is present then the circuit becomes lossy and dissipates energy to the ice, and otherwise the circuit resonates.

7. A window including a de-icing structure, the window comprising:

an exterior substrate and an interior substrate spaced apart from one another;

at least one conductor provided on an interior surface of the exterior substrate, wherein the conductor comprises a continuous coating of a transparent conductor; and

an AC power source for applying AC at a frequency of from about 5 to 40 kHz to the conductor on the interior surface of the exterior substrate so that electromagnetic energy caused by application of the AC to the conductor is coupled to ice on an exterior surface of the exterior substrate thereby causing the ice to melt and/or be removed from the window.

8. The window of claim 7, wherein the window is a vehicle windshield.

9. The window of claim 7, wherein the AC power source applies AC at a frequency of from about 10 to 25 kHz.

10. The window of claim 7, wherein the conductor comprises silver and/or indium tin oxide.

11. The window of claim 7, wherein the AC is applied to the conductor on the interior surface of the exterior substrate, and is also applied to a conductor on a surface of the interior glass substrate.

12. The window of claim 7, wherein the de-icing structure comprises a de-icing circuit that comprises the conductor and the AC power source, and wherein impedance of the circuit is tuned so that the circuit becomes lossy when ice is present and dissipates energy to the ice, and when ice and/or water is not present on the exterior surface of the window the circuit resonates.

13. The method of claim 1, wherein at least one dielectric layer is provided between the conductor and the interior surface of the exterior glass substrate.

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